

# CHINA MAIL.

Established February, 1845.

Published every Evening, with which is incorporated The "Hongkong Evening Mail and Shipping List."

VOL XXXII. No. 8942. 二月五日一千八百七十六年

HONGKONG, TUESDAY, FEBRUARY 15, 1876.

正月廿五日

Price, \$24. per ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street; GEORGE STREET, 30, Cornhill; GORDON & GOTCH, 121, Holborn Hill, E.C.; BATE, HENDY & CO., 4, Old Jewry; E.O. SAMUEL DEACON & CO., 150 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO, and American Ports generally.—BROWN & BLACK, San Francisco.

CHINA.—SWATOW, QUINSAY & CAMPBELL, Amoy, GILES & CO., Foochow, HEDGES & CO., Shanghai, LANE, OAKWAWFORD & CO., and KELLY & CO., Manila; HENKEMAN & CO., Macao, L. A. DA GRADA.

## Banks.

### COMPTOIR D'ESCOMPT DE PARIS.

INCORPORATED BY NATIONAL DECREES OF 7TH AND 8TH MARCH, 1848,

and

BY IMPERIAL DECREES OF 25TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognized by the  
INTERNATIONAL CONVENTION OF  
30TH APRIL, 1862.

Francs. & Sterling.

PAID-UP CAPITAL, ... 80,000,000 8,000,000  
RESERVE FUND, ... 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris, LONDON AGENCY.—144, Leadenhall St., E.C.

AGENTS.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

London BANKERS.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the offices.

CHR. DE GUIGNÉ,  
Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1875.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ... 5,000,000 Dollars.  
RESERVE FUND, ... 100,000 Dollars.

COURT OF DIRECTORS.

Chairman.—AD. ANDRÉ, Esq.  
Deputy Chairman.—E. R. BEILLIUS, Esq.  
J. F. CORDES, Esq. S. W. POMEROY, Esq.  
H. HOPFUS, Esq. F. D. SASSOON, Esq.  
A. MCLEVER, Esq.

CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq.  
Manager.  
Shanghai, EWEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.  
On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG,  
Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East, Hongkong, January 27, 1876.

TAKASIMA COLLIERY.

JARDINE, MATHESON & CO., Agents.

FOR SALE.

FRESH Takasima COAL, in lots to suit purchasers. Large, Handpicked, Double-screened at \$8 per Ton, SMALL, at \$6 per Ton.

Apply to T. G. GLOVER,  
No. 7, Queen's Road and at East Point, Hongkong, December 5, 1875.

## Notices of Firms.

### NOTICE.

I have this day authorized Mr J. V. V. Shaw to sign my name per pro-  
curation.

A. MACQ. HEATON.

Hongkong, January 1, 1876.

### COMPAGNIE DES MESSAGERIES MARITIMES.

### NOTICE.

FROM this date and until further notice,  
Mr G. DE CHAMPAUX will act, at  
this Port, as Agent of the above Company.

By Order of the Directors.

C. BERTRAND.

Hongkong, January 29, 1876.

## Banks.

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CHR. DE GUIGNÉ,  
Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1875.

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Deputy Chairman.—E. R. BEILLIUS, Esq.  
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H. HOPFUS, Esq. F. D. SASSOON, Esq.  
A. MCLEVER, Esq.

CHIEF MANAGER.

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Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG,  
Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East, Hongkong, January 27, 1876.

## Intimations.

### HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

### NOTICE TO SHAREHOLDERS.

THE Ordinary Yearly MEETING of the Shareholders will be held at the Office of the Company, Club Chambers, on MONDAY, the 28th February, at 3 p.m., for the purpose of receiving a Statement of Accounts to 31st December, 1875, the Report of the Directors; for the election of Directors, and Auditors; also to declare a Dividend.

By Order of the Board.

D. GILLIES,  
Secretary.

Hongkong, February 12, 1876.

### COMPAGNIE DES MESSAGERIES MARITIMES.

### NOTICE.

Mr G. DE CHAMPAUX will act, at this Port, as Agent of the above Company.

By Order of the Directors.

C. BERTRAND.

Hongkong, January 29, 1876.

### NOTICE.

THE interest and responsibility of the late Mr SIDNEY DEACON of our Firm, ceased on the 9th September last.

Mr ALFRED T. DUVAL was admitted a Partner therein on the 1st ultimo.

DEACON & CO.

Canton, February 1, 1876.

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Mr ALFRED T. DUVAL was admitted a Partner therein on the 1st ultimo.

DEACON & CO.

Canton, February 1, 1876.

### NOTICE.

WE have Established branches of our Firm at Haiphong and Hanoi. Mr E. CONSTANTIN is authorized to sign by pro-  
curation in Tonquin.

By Order of the Board of Directors,

JAMES GREIG,  
Chief Manager.

Hongkong, December 31, 1875.

### NOTICE.

MR MEYER ELLAS SASSOON has been admitted a Partner in our Firm from the 1st January, 1876.

E. MEYER & CO.

Tientsin, January 1876.

### NOTICE.

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curation in Tonquin.

By Order of the Board of Directors,

JAMES GREIG,  
Chief Manager.

Hongkong, February 3, 1876.

### NOTICE.

MR MEYER ELLAS SASSOON has been admitted a Partner in our Firm from the 1st January, 1876.

E. D. SASSOON & CO.

Hongkong, February 3, 1876.

### NOTICE.

THE Undersigned have entered into Co-  
partnership from the First day of  
January, 1876, in the Business of Ship-  
brokers at this Port, under the style of  
MORRIS & RAY.

A. G. MORRIS.

Hongkong, February 3, 1876.

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MORRIS & RAY.

A. G. MORRIS.

Hongkong, February 3, 1876.

### NOTICE.

THE Transfer BOOKS of the Com-  
pany will be CLOSED from the 3rd to  
the 17th current, at three o'clock in the  
afternoon, to receive a Statement of  
Accounts to 31st DECEMBER 1875, the  
Report of the General Manager, and to  
elect a Consulting Committee and Auditors.

JARDINE, MATHESON & CO.,  
General Managers.

HONGKONG FIRE INSURANCE COMPANY,  
LIMITED.

### NOTICE TO SHAREHOLDERS.

THE Seventh Ordinary Annual Meeting of  
Shareholders in the above Company will be held at the Office of the Company, No. 7, Queen's Road, on THURSDAY, the 17th FEBRUARY next, at three o'clock in the afternoon, to receive a Statement of  
Accounts to 31st DECEMBER 1875, the

## For Sale.

## CLEARANCE SALE.

SAYLE & Co. will offer, on and after TUESDAY Next, the 18th Instant, the remainder of their Winter Stock at Greatly Reduced Prices, consisting of:—

Winter Costumes and Polonaises.

Ladies' Jackets and Mantillas.

Fancy Dress materials of all kinds.

Wool Plaids and Flannels.

Silks and Poplins.

Wool Shawls and Cloaks.

Trimmed and Untrimmed Hats and Bonnets.

Fancy Wool Goods.

Lace and Linen Sets.

Scarves and Sashes.

Boys' Suits.

Children's Dresses.

&c., &c., &c.

VICTORIA EXCHANGE,  
Queen's Road & Stanley Street.

DU DE MONTEBELLO CARTE  
BLANCHE CHAMPAGNE.  
Quarts, \$15 per case (1 dozen).  
Pints, \$16, (2)  
5 per cent. discount on 25 cases.

Bourbon WHISKEY.  
\$12 per case (1 dozen).  
For SALE BY HEARD & Co.

Hongkong, June 22, 1876.

FOR SALE.

EARTEN'S PATENT  
COMPOSITION PAINT,  
For Ships' Bottoms.  
Sole Agents for China,  
F. BLACKHEAD & Co.  
Hongkong, January 6, 1876.

ON SALE.

THE  
CHINESE READER'S MANUAL.  
A HANDBOOK of Biographical, Historical, Mythological and General  
Literary Reference,  
BY  
WILLIAM FREDERICK MAYERS.  
Price: \$3.

Shanghai,..... Kelly & Co.  
Hongkong,..... "CHINA MAIL" OFFICE.

## Notices to Consignees.

BRITISH SHIP GARRICKS,  
FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

MELCHERS & Co.,  
Agents.

Hongkong, February 14, 1876. fe17

S. S. LORD OF THE ISLES,  
FROM LONDON AND SINGAPORE.

THIS Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risk, by Mr A. M. HEATON, into the Godowns of Messrs Gilman & Co., whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf, are at liberty to do so.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 10 a.m. Tomorrow.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 22nd Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,  
Agents.

Hongkong, February 14, 1876. fe22

GERM'N STEAMSHIP "BELLONA,"  
TICHEMTER, Master, FROM HAMBURG  
VIA SINGAPORE.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Consignees wishing to take their Goods from the boats alongside the Wharf, are at liberty to do so.

Goods remaining in store after the 24th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary is given until 12 o'clock on the 15th instant.

Bills of Lading will be countersigned by

WM. PUSTAU & Co.,  
Agents.

Hongkong, January 14, 1876. fe24

CONSIGNEES of Cargo per German  
Barque "IRIS," Wernit, Master, from Hamburg, are requested to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by

WM. PUSTAU & Co.,  
Agents.

Hongkong, January 8, 1876. fe18

## Notices to Consignees.

BRITISH SHIP GRYFF, FROM  
LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

VOGEL HAGEDORN & Co.,  
Agents.

Hongkong, December 30, 1875.

BRITISH BARK MARINA,  
FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, February 4, 1876.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
acting Agent.

Ex Dorat, July 2, 1874.  
FD 1/35 . . . . . 35 cases Beer.

Ex Iraouadi, November 20, 1875.  
AB No. 5 . . . . . 1 case Merchandise.

Ex Anday, January 16, 1876.  
HM . . . . . 100 bales Cotton.

Hongkong, February 1, 1876.

## To-day's Advertisements.

## FOR SHANGHAI.

## THE "CHINKIANG."

J. HOSE, Master, will be despatched for the above Port, TO-MORROW, the 18th instant, at 10 a.m. For Freight or Passage, apply to SIEMSEN & Co., Hongkong, February 15, 1876. fe16

## FOR SHANGHAI.

The German Steamship  
"BELLONA."

FUCHMEIER, Master, will be despatched, as above, on THURSDAY, the 17th instant, at 4 p.m. For Freight or Passage, apply to W. PUSTAU & Co., Hongkong, February 15, 1876. fe17

## OFFICERS' MESS, 28TH REGT.

THE Officers 28th Regt. will not hold themselves responsible for any debts contracted by their messman.

By Order, FRANCIS E. WEBB,  
Capt. & M. President.

Murray Barracks, Hongkong, February 15, 1876. fe17

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## SHIPPING.

## ARRIVALS.

Feb. 14, Nicoline, German barque, 320, Ahlmann, Keeling Feb. 10, Coal—ARMHOLD, KARBERG & Co.

Feb. 15, Malacca, British steamer, 1600, Bernard, Yokohama Feb. 8 (6.20 a.m.); Mails and General—P. & O. S. N. Co.

Feb. 15, Yungching, Chinese steamer, 561, Gibbon, Foochow Feb. 11, Amoy 12, Swatow 14, General—C. M. S. N. Co.

Feb. 15, Chinkiang, from Canton.

Feb. 15, Amoy, British barque, 232, O. BLOOKEY, Newcastle (N.S.W.) Dec. 29, Coal—EDWARD SCHILLEHRS & Co.

## DEPARTURES.

Feb. 15, Hailong, for Coast Ports.

15, City of Peking, for Yokohama and San Francisco.

15, Alfred, for Iloilo.

16, Anna, for Whampoa.

## Cleared.

Pardo, for Saigon.

Chinkiang, for Shanghai.

Thales, for Shanghai.

Penedo, for Saigon.

Little Orphan, for Nanchang.

## PASSENGERS.

ARRIVED.—Per Malacca, from Yokohama, Sir Harry and Lady Parkes, and servant, Mr and Mrs Cooper, and 19 deck. For Southampton, Messrs Sonnita, A. Foot, and J. Coppelius.

Per Yungching, Mr. Munard, and 40 Chinese.

Per Nautilus, Mrs. Blooky, child, and servant.

DEPARTED.—Per City of Peking, for Yokohama, Mr. F. Goddard, Messrs Peres da Silva and H. J. Such, and one European. For San Francisco, Mr. Ballis and two infants. Prof. A. Morel, wife and two infants. Messrs J. T. Brooks, J. J. Ray, W. H. Lane, F. E. Foster, and Rob. Stuart, 2 European and 1,014 Chinese.

Per Hailong, 50 Chinese.

Per City of Exeter, 422 Chinese.

## SHIPPING REPORTS.

The German barque Nicoline reports: light N.E. winds and heavy sea with fine weather the whole passage.

The Chinese steamer Yungching reports: moderate monsoon and cloudy throughout. In Foochow: Douglas. In Amoy: Formosa. In Swatow: Norna and Yeo. Passed a three-masted steamer of Chapel Island bound North.

The F. & O. steamer Malacca reports: from Yokohama to Rock Island had moderate monsoon and cloudy throughout. In Oosima strong S.W. breeze and sea. Oosima to St. Clara light breeze and fine weather. St. Clara to Oosaka Island light variable winds and dull cloudy weather. On making Oosaka experienced thick weather, thence to port fresh N.E. winds and clear weather.

The British barque Nautilus reports: had fresh N.E. winds to lat. 22 S., thence to the

ing the cotton. A telegram has since been received by the agents here, stating that the damaged goods had been sold by public auction, and realized 16,000 taels.

In view of the war fever in Japan, it may be interesting to know the transport resources at the disposal of the Japanese Government. The *Japan Gazette* published a list of the vessels now owned by the *Mitsui Bishi Mail S. S. Co.*—the subsidized company corresponding with the *China Merchants' S. N. Co.* in China. Many of the thirty-six steamers named hereunder are admittedly rather aged; but it may strike many of our readers as a surprising and significant fact that the two fleets now possessed by the imperial steamship companies referred to should have been got together during the last ten or fifteen years. We subjoin the foreign names of the *Mitsui Bishi* steamers:—New York, Costa Rica, Oregonian, Golden Age, Nevada (Charter), Behar, Leita, Madras, Charles Albert, Sumida, Min, Yen Tai, Muriel, Acantha, Shaftesbury, Luzon, Kiu-Shin, Chih-Li, Columbine, Nymph, Bahama, Dumbarston, Neapol, Undina, Vulcan, Coila, City of Hawk, Coquette, Atalanta, Ellen Hood, Shoe-Leen, Mowtan, Mitoto, Orissa, Tzaru, and Kathleen.

An incident connected with the destruction of the *Hawkins*' cargo is thus told by the *Courier*:—We are assured that certain Chinese, whose cotton had been burnt in the *Hawkins* on Saturday night, went the next morning to the *China Merchants* office in a great hurry, asking to see the manager. That official asked what he could do for them. "We wish you at once to insure our cotton," was the reply. The man stated. "Why, it's burnt!" he replied. "Do you think we don't know?" responded the applicant—"what would be the use of insuring it if it were all safe and sound?" The manager protested, and visitors stormed. They insisted upon having their cotton insured, and we hear that one man in particular, quite impervious to reason, has vaunted his wrongs to several friends, loudly avowing his intention to make the *China Merchants' Company* responsible for the loss!

The *Press* publishes the following telegram dated London, 12th February:—

In the House of Commons last night the Government Shipping Bill was read for the first time. It defines the responsibility of shipowners; the seamen are to have a civil remedy; the surveys are to be continued; deck cargoes are to pay tonnage dues; and the load-line clause in the temporary Act is made permanent. Mr. Plimpton partly dissent; but regarded the Bill on the whole as good.

The framework of a Government Bill retains the appellate jurisdiction of the House of Lords; two Judges are to be created life peers, and are to act as Assessors.

The obituary list includes the name of Mr. Reverdy Johnson, of the United States.

#### LOSS OF THE "SURPRISE."

The *Japan Gazette* of the 5th instant contains the following:—

Another of those accidents which often happen to vessels, in sight of port, so to speak, has occurred. The victim in this instance is the *Surprise*, an American ship. Captain Johnson, (shields pilot) with 1400 tons of cargo on board. She left New York on the 26th September, and is thus 131 days out. Yesterday morning, soon after 10 o'clock, she ran right on to the Plymouth Rock, where she now lies a total wreck, and full of water. At 5.30 p.m. yesterday she appears to have been in charge of a detachment from the crew of the Japanese man-of-war *Fusiyama*. The weather was very heavy at the time of the shipwreck, and a gale of wind was blowing. As the ship *Western Chief* passed, the bows of the *Surprise* were well up on the rocks. The chances are that most, if not all, of the cargo will be saved. We shall shortly be in possession of further particulars.

No further information (says the same paper of the 7th) respecting the wreck of the *Surprise* is to hand. The strong wind prevailing during the early part of the day has been likely to take her off the pinnacle rock where she was wrecked. If so, she has probably sunk in 11 fathoms of water.

The *Japan Mail* says:—It appears that the vessel was beating up the gulf when the weather became so squally that she had to run down the bay for shelter, probably trying to get in to Kansai Bay. Owing to some error of judgment, she was put on to the rocks on which the unfortunate *Hayomari* struck, and it is feared will become a total loss. Efforts are being made to save the cargo, which are likely to be attended with success if the weather continues favourable; but there is great danger of the vessel slipping off the rock into deep water if it should come on to blow. The *Surprise* had on board 450 tons of general cargo, 123 tons of anthracite coal, and 16,500 cases of kerosene oil. We may add that when the consignees gave information of the disaster to the *Kusko*, every assistance was promptly offered; and messengers were at once despatched to the scene of the wreck, with orders to the local officials to render all possible assistance. The Light-house Department also kindly offered the use of one of their steamers if required.

We cut the following from the log of the yacht *Peacock*, published in the *Shanghai Courier*. A few gentlemen ventured on a trip in the above-named craft from Chinkiang to Wuhu, and as they tell us something of the port on the Yangtze, which may soon be opened, it is interesting:—

2nd February, 1876.—rounded the sand-spit, which makes a junk-harbour of the mouth of the Wu-hu river, anchored in two fathoms, after having grounded the centre-board, in trying to get too far up the river, which was full of junks.

3rd February, 1876.—9 a.m.—Got out dory, and pulled up Wu-hu river against three-foot stream. River deep and clear about fifty yards wide and three fathoms deep, with banks twenty feet high showing pebbles (number 1000). Dory 1000 lines

with two tiers of big junks of all shapes, with the inevitable gunboats with their blue and white awnings, preying on the poor and battenning on the pestiferous linkin. After half an hour's pull we landed at magnificent double water-steps in granite, with fine piers like those in the Thames Embankment. A short street with mean shops on either side, led from the steps into a vast enclosed space covered with ruined walls, almost level with the ground; a waste of broken bricks and carved stones. Walked on about half-a-mile farther up the river bank, past some fine buildings, all new, and turned up a small street inland, and found ourselves at a narrow gate in the City Wall. Entered, climbed up the wall inside, and walked all round the City which we estimated at 2½ miles' circumference. The main street, running East and West, a fine one, nearly double the usual width; all shops and buildings new. The Western suburb, between the city proper and the Yangtze, about as large as the city and apparently very flourishing; the site well-chosen on the southern edge of a range of hills. Bought a few necessaries, returned to the *Peacock*, and at 0.30 p.m. weighed and started down stream.

#### THE HONGKONG LIFE INSURANCE COMPANY, LIMITED.

The following is the Report, for presentation at the Seventh Ordinary meeting of the shareholders, to be held on the 17th inst:—

The General Managers have now to submit to the Shareholders the Annexed Statement of the Business of the Company made up to the 31st Dec. 1875, showing for the year 1875 a net profit of \$184,780, and for 1875 a Balance of \$218,824.68 at credit of the Working Account.

In accordance with the Articles of Association the Profit for the year 1875 has to be appropriated as follows.

30 per cent to Reserve Fund (thus increasing the same to \$507,202).....	\$5,428
20 per cent to Contributing Shareholders (amounting to 21,275 per cent on contribution).....	\$36,952
50 per cent Dividend to Shareholders—\$43.19 per share (amounting to 23,095 per cent on paid up capital).....	\$92,380
	\$184,761

The Working Account for 1875 shows a Balance of \$218,824.68 in favor of the Company; from this however nearly \$20,000 will have to be deducted to provide for losses ascertained up to date.

Reference to the Statement for 1875 will show that the year has not proved as free from casualties as preceding ones, but as the receipts of premium have been fully maintained and the Interest Account has improved, the General Managers trust that the result shown will be considered satisfactory.

*Consulting Committee.*—Departures from the Colony caused two vacancies which have been filled by the appointment of Messrs. J. P. Barnes and A. T. Manger, and the existing Committee, consisting of the two gentlemen just named, and Messrs. J. J. dos Remedios, H. Nicaise and A. Andrade offer themselves for re-election.

*Auditors.*—The departure of Mr. F. W. Mitchell caused a vacancy which has been filled by the appointment of Mr. A. Coxon, and he and Mr. Henry Smith are recommended for re-election.

JARDINE, MATHESON & CO.,  
General Managers,  
Hongkong, 8th February, 1876.

#### Police Intelligence.

(Before James Russel, Esq.)

15th February, 1876.

OBSTRUCTION.

The occupant of house No. 110, Wing Lok Street, was summoned for causing obstruction to the public road by packing rice thereon. Fined \$5.

ANOTHER DELINQUENT.

Another delinquent residing at No. 111, Praya Central, was fined \$5.

UNLAWFUL POSSESSION.

Yim Asing, a hawker, was found in possession of a quantity of copper wire for which he could not account. Fined \$5, in default three months' hard labour.

ASSAULTS.

A watchman of the name of Sarbohan was Khan, in the employ of Dorabjee & Co., was fined \$2 for assaulting a woman at British Kowloon.

LACENY OF OPIUM.

Housein Hussain, seaman on board the S.S. *Gatson*, was again brought up for stealing a ball of Malwa opium on board the steamer. The prisoner had been remanded since the 24th January last, owing to the absence of the steamer. The Chief Officer, Mr. Kortright, and a quarter-master, Mr. Hayward having conclusively proved the charge to day, the prisoner was sent to four months' hard labour.

A DISOBEDIENT SERVANT.

Hong Aith, chair-coolie to Dr. Ayres, Colonial Surgeon, was summoned by his employer for misconduct as a domestic servant. The complainant stated that on the 13th instant he and his wife were out for a walk, and the defendant was carrying Mrs. Ayres' chair. He was told to go slower, but he would not do so. A friend who was walking with the complainant put his hand on the chair to make the bearer go slower. The defendant turned round and raised his fist, muttering something as he did so. He went slower for a time, but again increased his pace, so that the complainant could not keep up with the stairs. When he was told to put the chair down, he let it down with violence, and frightened Mrs. Ayres considerably. There were only two coolies to the chair. He let it down purposefully, and he had done the same thing before, so that the complainant had to send him to the Registrar General.

On February 1, 5.30 p.m.—rounded the sand-spit, which makes a junk-harbour of the mouth of the Wu-hu river, anchored in two fathoms, after having grounded the centre-board, in trying to get too far up the river, which was full of junks.

2nd February, 1876.—9 a.m.—Got out dory, and pulled up Wu-hu river against three-foot stream. River deep and clear about fifty yards wide and three fathoms deep, with banks twenty feet high showing pebbles (number 1000). Dory 1000 lines

A DESERTER.

Lam Ayul, cook on board the Siamese barque *Morning Star*, was charged with leaving the ship without permission. He was on the ship's articles and was paid \$5 a month, but he asked for \$8, and left the ship on the 8th. On the 11th he summoned the captain for \$36 at the Summary Court, and the case was adjourned to-day by Mr. Justice Snowden till next Tuesday, the parties being referred to the Harbour Master, to have the question of desertion decided. The defendant would not go so Captain Edelsten had to give him in charge. The defendant said the Captain gave him only \$8, and told him to go away. Mr. Russell committed the defendant to gaol, and he was to be at the order of the Captain, provided the term was not longer than three months.

#### SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Hon. Mr. Justice SNOWDEN.)

15th February, 1876.

LEONG ASIA v. GARCEAUX, \$7.—The claim was against the master of the steamer *Gunga*, which had left the harbour service of the summons. The plaintiff sued for balance of one month's wages at \$10 as a seaman on board. Judgment for the plaintiff.

LEONG AKEE v. SAME, \$7.—This was a similar claim to the last. Judgment for the plaintiff.

GEORGE DODDS, M.P., v. R. DUNCAN, \$12.50.—The major claim had been settled, and the only question was in reference to the costs of summons, etc., amounting to the sum now claimed. His Lordship asked what had been done in the matter. Mr. Brereton, he understood, appeared for the plaintiff.

MR. WOTTON, of the office of Messrs. Caudwell and Brereton, being in Court at the time, said he understood the case had been settled. His Lordship said that being so he would not enquire further into the matter.

LAM AYUL v. EDELSTEN, \$86.—This was a claim for wages as cook on board the Siamese barque *Morning Star*, of which the defendant was the master. The defendant urged that the plaintiff had deserted from the ship on the 8th, and that the master had been reported to the Harbour Master. He asked for \$8 a month, and when he was paid \$5, he deserted the ship. He was on the ship's articles. Under the circumstances, his Lordship adjourned the case till Tuesday next, with the view that the question of desertion might be decided by the Harbour Master.

LOCK CHAN SANG v. AUBREY, \$41.00.—The claim was for wages supplied to the defendant, who was a master mariner out of employ. Judgment went by default.

LUK CHAN SANG v. AUBREY, \$41.00.—The claim was for wages supplied to the defendant, who was a master mariner out of employ. Judgment went by default.

CHINA.

SHANGHAI

(N. G. D. News.)

The steamer *Cheop*, now discharging her cargo at the Hongkong Associated Wharves, has landed ten Krupp guns, with their appurtenances, for the Chinese Government.

We are glad to see that M. Brenier de Montmorand named as likely to be Minister of France at Peking. M. Brenier was some what stern on one occasion, in his action against the members of the French Municipal Council during his term of office as Consul-General at Shanghai; but that very evidence shows him well qualified for the post of Minister at Peking, where decision of character is especially needed.

We hear a report of some disturbance having happened on board the C. M. S. *Pauh* on her way up the river. Rumour says the *Pauh*, having succeeded in crossing the shoal at Oliphant's Island, was about returning the lighton to Fungshun, when the Chinese passengers on board objected vehemently to the detention. But the rumour is indistinct, and we do not hear to what extent the "objectionable" went.

There was a rumour some days ago among the Chinese of another disturbance in Yunnan. We did not mention it at the time because we could not trace it to a reliable source. But curiously enough, a correspondent writes to-day from an out-port:—"I have a presentiment that something has occurred in Yunnan, but cannot think what it can be. I have been asked several times whether I had heard anything, and when I answered, 'No' and rejoined, and with a similar question, my mandarin friends always answered, neither had they. I am not, however, satisfied that they replied to me as truly as I did to them." It would take a great deal to persuade us that the Christians of the neighbourhood were expecting a visit from the foreign missionary, and that he contemplated preaching thereabouts. The matter is now in the hands of H. B. M. Consul, and it is expected that will be most satisfactorily settled.

A somewhat tardy telegram through a public agency has arrived relating to Council drafts. Fuller information, however, has been received in different quarters. It now appears that the Council, as we stated on Saturday, had taken over the allotment itself, and in future proposes to draw about two-thirds of the usual amounts, or say \$21,000 per month. The effect upon exchange here has been, rather flattening, and 6 months' sight bank paper is quoted no higher than 5½% per cent. The rate of Chinese interest keeps low, 1% more per day.

The holders of Shantou 40 days' orders have succeeded in placing them to the extent of 140,000 taels at 18% p.m., a higher rate than was demanded a few days ago; all which indicates greater financial ease amongst the natives than had been supposed. This is owing in a great measure to the indisposition of the Chinese to enter into fresh transactions. Many foreigners have been in the habit of attributing the unremunerative character of their business to inability to compete with Chinese; but in every branch of trade the Chinese are closing up; so far west than foreigners, that they prefer to retire with what they have got than to come into a losing business until rules overtakes them.

A serious fire occurred at a large Chinese shop near the foreign settlement of Hankow the other day, known as Ta-ken-hing, and numbering no fewer than sixty men employed in the business. The fire broke out during the night in a portion of the premises devoted to the manufacture of candles and lamps, and nine men, asleep at the time, were burnt to death. The promotor gave £1000 for each man, to his surviving relatives, which is a substantial proof of the regard that they should have lost their lives in his service.

HAWKOW.

A meeting of Land Renters in the British Concession at Hankow was held on the 16th January. The Municipal accounts that presented show an increase of Tls. 220 on the revenue, and a balance in hand of Tls. 6,222, of which nearly Tls. 2,000 has been saved during the past year. And the tenor of the discussion which took place at the meeting, went further to show that Municipal matters are generally smooth. With the exception of a wise resolution that vagabonds occurring in the Council should be at once filled, which was passed; and a foolish resolution to enforce the carrying of lanterns at night by the Chinese, which was thrown out—the only really important question raised was as to the efficiency of the Police. H. M. Consul

understands that the Chinese are proceeding satisfactorily.

STRAITS ITEMS.

On Tuesday, at the Assizes, twelve Chinese

were arraigned on a charge of piracy with violence.

The piracy case will probably be remembered by many of our readers. The

prisoners, with other Chinese, were engaged

as coolies for Dell, Sumatra, through a mis-

cantle firm here. The arrangement was

to pay 50% of the

proceeds.

THE CHINA MAIL.



STEAM FOR  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Ancona, Venice, Mediter-  
ranean Ports, Southampton  
and London;  
Also,  
Bombay, Madras, Calcutta and  
Australia.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
"GWLATOR," Captain J. C. BABOT, with Her  
Majesty's Mats., Passengers, Spices, and  
Cargo, will leave this for the above places,  
on THURSDAY, the 17th instant, at  
Noon.

CARGO will be received on board until  
Nov. 18, 1875, and PAROLES at the  
Office, until 2 P.M. on the 16th instant.

For particulars regarding Freight and  
Passage, apply at the P. & O. S. N. Co.'s  
Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES  
ARE REQUIRED.

A written declaration of the Contents and  
Value of the Packages for the Overland Route  
is required by the Egyptian Government, and  
must be delivered by the Shippers to the Com-  
pany's Agents with the Bills of Lading, or  
with Parcels; and the Company do not hold  
themselves responsible for any detention or  
prejudice which may happen from incor-  
rect or such declaration.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Black Bills of Lading.

THE P. & O. S. N. Co. reserve the  
option of forwarding all Goods shipped  
by their Steamers for Europe through  
Egypt, either by Rail, or by Canal in their  
own Steamers, or in vessels employed for  
the purpose.

A. MOLVER, Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, February 4, 1876. fsl7

Occidental & Oriental Steam-  
ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL  
and

UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be de-  
patched for San Francisco, via Yokohama,  
on WEDNESDAY, the 1st March,  
at 3 p.m., taking Cargo and Passengers  
for Japan, the United States and Europe.

Connection is made at Yokohama, with  
Steamer from Shanghai.

Freight will be received on Board until  
4 p.m. of 20th instant. Parcel Packages  
will be received at the Office until 6 p.m.  
same day: all Parcel Packages should be  
marked to address in full; value of same  
is required.

Return Passage Tickets available for 6  
months are issued at a reduction of 20 per  
cent. on regular rates.

For further information as to Freight or  
Passage, apply to the Agency of the  
Company, Praya West.

G. B. EMORY, Acting Agent.  
Hongkong, February 3, 1876. mol

## For Sale.

## FOR SALE.

THE UNDERMENTIONED LAND  
AND BUILDINGS  
AT HONGKONG:-

INLAND Lot 82.—The well-known House  
and Offices lately occupied by Messrs A.  
Heard & Co., adjoining the Cathedral Com-  
pound.

The Ground below the masonry retaining  
wall of the above, abutting on the Queen's  
Road.

Annual Crown rent, \$300.48.

MARINE Lot 111, WANCHAI.—First-class  
and extensive Godown.

Annual Crown rent, \$324.

AT KOWLOONG:-

Marine Lot 4.—With a frontage of 100  
feet on the Praya, and with an area of  
30,000 feet.

Reduced Annual Crown rent, \$10.

AT YOKOHAMA:-

Lots No. 6 and No. 27 in the Foreign  
Settlement.

No. 6 is situated on the Bund, and com-  
prises an eight-roomed Dwelling House, de-  
tached, with Garden all round, Offices, Go-  
downs, Servants' Quarters and Outhouses  
Area 1,064 Ikuos of 86 square feet.

Annual Ground rent, \$263.79.

No. 27 is separated from No. 6 by Water  
Street and comprises large Tea Firing and  
other Godowns, Flax Silk Press, Compre-  
dore's Quarters, Stabling and Fire Engine  
House. Area, 664 Ikuos.

Ground rent, \$164.07 per annum.

Applications for purchase, or further in-  
formation, to be made to

J. WHITALL,  
T. G. LINSTEAD,  
Trustees A. Heard & Co.'s Estate,  
23, Queen's Road, Hongkong.  
Hongkong, February 1, 1876.

## WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S ROOMS, for the use  
of Ladies and Gentlemen, are now  
ready at this Office—Price \$1 each.

WASHING BOOKS.

## INSURANCES.

QUEEN FIRE INSURANCE  
COMPANY.

THE Undersigned are prepared to grant  
Policies against Fire to the extent of  
\$45,000 on Buildings, or on Goods stored  
therin, at current rates, subject to a  
Discount of 20% on the Premiums.

EDWARD NORTON & CO.,  
Agents,  
Hongkong, January 1, 1876.

YANG-TSZE INSURANCE ASSOCIA-  
TION OF SHANGHAI.

CAPITAL AND SURPLUS, \$800,000 TAKES.

Hongkong, September 6, 1875.

POLICIES granted on Marine Risks to  
all parts of the world at current rates.

This Association will, until further no-  
tice, provide out of the Premiums, first for  
an Interest Dividend of 15% to Share-  
holders on Capital, and thereafter distrib-  
uted among Policy holders, annually, in  
cash, ALL the Profits of the Underwriting  
Business pro rata to amount of premium  
contributed.

RUSSELL & CO.,  
Agents,  
Hongkong, July 9, 1872.

CONTENTS AND VALUE OF PACKAGES

## ARE REQUIRED.

A written declaration of the Contents and  
Value of the Packages for the Overland Route  
is required by the Egyptian Government, and  
must be delivered by the Shippers to the Com-  
pany's Agents with the Bills of Lading, or  
with Parcels; and the Company do not hold  
themselves responsible for any detention or  
prejudice which may happen from incor-  
rect or such declaration.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Black Bills of Lading.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Vessels in Masts, and on Hulls of Vessels in  
Hawser, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to

ARNHOLD, KARBERG & CO.,  
Agents Hongkong & Canton.

Hongkong, January 4, 1876.

A. MAC G. HEATON,  
Hongkong, September 9, 1875.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of  
China and Japan, and at Singapore, Saigon  
and Penang.

Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,  
Secretary.

Hongkong, November 1, 1871.

MANCHESTER FIRE INSURANCE  
COMPANY OF MANCHESTER  
AND LONDON.

THE Undersigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai,  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & CO.,  
Hongkong, October 14, 1868.

THE LONDON ASSURANCE,  
INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—

Marine Department.

Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sum not exceeding

\$25,000 on reasonable terms.

HOLLIDAY, WISE & CO.,  
Hongkong, July 26, 1872.

CHINESE INSURANCE COMPANY  
(LIMITED.)

NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World,  
in accordance with the Company's Articles  
of Association. Two Thirds of the Profits  
are distributed annually to Contributors,  
whether Shareholders or not, in proportion  
to the net amount of Premium contributed  
by each, the remaining third being carried  
to Reserve Fund.

OLYPHANT & CO.,  
General Agents.

Hongkong, April 17, 1873.

YANG-TSZE INSURANCE ASSOCIA-  
TION OF SHANGHAI.

NOTICE.

After this date, the above Association

will allow a Brokerage of Thirty-

Three and One Third per cent. (33 1/3%) on  
Local Risks only.

RUSSELL & CO.,  
Agents.

Hongkong, June 3, 1874.

MANCHESTER FIRE INSURANCE  
COMPANY.

NOTICE.

THE Undersigned Agents are in receipt

of instructions from the Board of

Directors authorizing them to issue Policies

to the extent of \$100,000 on any one first

class Risk, or to the extent of \$150,000 on  
adjoining Risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & CO.,  
Hongkong, January 5, 1875.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S ROOMS, for the use

of Ladies and Gentlemen, are now

ready at this Office—Price \$1 each.

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